



# LATEST NEWS OF THE AUTOMOBILE TRADE AND INDUSTRY



## Delightful Drive of 170 Miles From Ogden to Ideal Beach and Back Through Logan Canyon

To determine more definitely the feasibility of the road from Ogden to Rich county by way of Ogden canyon, South Fork, Beaver creek, Blacksmith fork and the Danish Dugway as a state highway, a party of Ogden people made a trip to Bear Lake last Sunday. A like trip was made last year and it was the conclusion of those who inspected the road that it should be designated as a state road and be improved, to the highest possible state for travel, by state appropriation, coupled with appropriations to be made by Weber, Cache and Davis counties. There was no question in the minds of the investigating party as to the feasibility of the road and the many advantages that would accrue to the state and the three counties.

Thinking it advisable to make fur-

require more than four hours to reach Randolph, the county seat of Rich county.

Not only will the road, in an improved condition, be a valuable asset to the counties mentioned, as a pleasure route but it will be of very great commercial value. It is said that this road can be opened for travel three weeks earlier in the spring of the year and kept open three weeks later in the fall than any other road into Rich county from the west. It is claimed by some that during light winters the road could be traveled the year round. Summer travel over the route is the most pleasurable imaginable, as the road intersects one of the most picturesque sections of the Wasatch range of northern Utah. From the time the traveler leaves Ogden until Bear

is known nation-wide as a modern boulevard, unsurpassed in any country as a mountain drive of perfect grandeur and charming landscape.

The distance from the Beaver creek divide, where the road passed from Weber to Davis county, to the Danish Dugway, is twenty-four miles. The road crosses Ant valley, intercepts the Blacksmith fork and Rock creek, reaching an elevation of about 7000 feet by comparatively easy grades. This entire distance is within the borders of Cache county and it may be said that it is the worst road of the entire route. However, this part of the road could be made a fine thoroughfare with but very little expense. It was said by Mr. Skeen and Mr. Grow that the party that \$1000 spent on this strip of road would remove every obstacle

sible for farmers and businessmen of Ogden and Cache valleys to meet at little inconvenience. The Liberty divide is about midway between Ogden and Logan and it marks the dividing line of the two counties.

The distance from Ogden to Bear Lake and return, via this beautiful stretch of mountain country passing through Logan is about 170 miles and furnishes an automobile driving loop for pleasure not afforded any other part of the west.

### THE ROAD A NECESSITY.

Commissioner Moroni Skeen of the Weber county board has always been an enthusiastic advocate of good roads and always anxious to extend road work in directions where the best possible results will be obtained. He has taken keen interest in improving roads in Weber county and is ready at all times to reach out to other sections in road building.

Mr. Skeen has interested himself in the proposed state road to Rich county and has exerted himself in the direction of getting the approval of the state road commission to designate the road by way of Beaver creek to Rich county, a state highway. He is of the opinion that such a step will be taken as soon as the state can see its way clear to make road appropriations.

Speaking of the proposed road commissioner Skeen says:

"Rich county people want and deserve better road facilities from this side of the mountains and they should have it. The Beaver creek road is one of the shortest and most convenient thoroughfares to that county and as feasible a route over the mountain country as can be found. Weber county has already spent considerable money on the South Fork and Beaver creek sections of the road and is ready to spend more. The road will be maintained in a splendid form so as to make it and keep it a road that can be traveled with convenience by farmers and business men."

"The expense of repairing the road into Rich county, either from the head of Beaver canyon or Strawberry valley will be very light, compared with the construction and maintenance of other mountain roads and the route will be as short or shorter than any other; the season for traveling this road will be longer than others and the haul will be easier."

"With this road turned into a state highway and improved as it should be, Rich county will have a good outlet to Ogden and Logan. The Logan road to Bear Lake has already been made a state way and the Beaver Creek road should bear the same stamp. We can't build too many roads into agricultural districts for the good of the people of this mountain country. I was pleased with the trip last Sunday and I learned that the road can be improved for much less money than I anticipated. Work on this road to Rich county should begin early next spring."

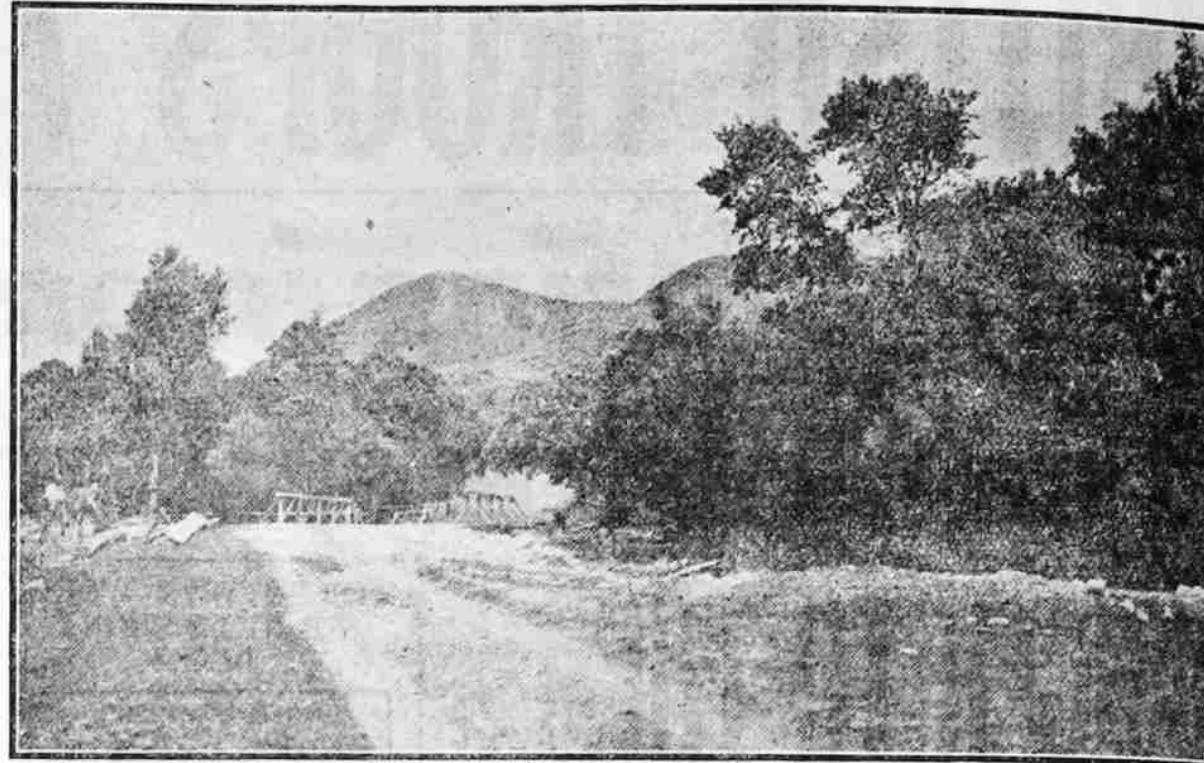
### A GOOD MOUNTAIN ROAD.

After having driven a car over the Beaver Creek-Bear Lake road, L. L. Hains, manager of the Ogden Motor Car company, stated that he was well pleased with the highway and considered it a short and feasible route over the high mountains. He also expressed himself as favoring it as a state highway, feeling that it was a necessity commercially besides being a pleasure road of no little importance.

"Good roads, and many roads, out of Ogden will prove to be assets of great value to the city and surrounding country and the Beaver Creek-Bear Lake road is surely among those that should be improved to the point where it can be most easily and comfortably traveled for pleasure and business purposes. Mr. Hains says:

"The country over which the road passes is picturesque in detail and it is easily traveled. There is not a dangerous spot on the entire route, and there are no grades that cannot be easily negotiated. Most of the way can be covered with an automobile in high and intermediate gears, there being only a few places where the low gear is necessary."

"A comparatively small amount of money expended in a few places would make the road as good as you usually find in the mountain country and it



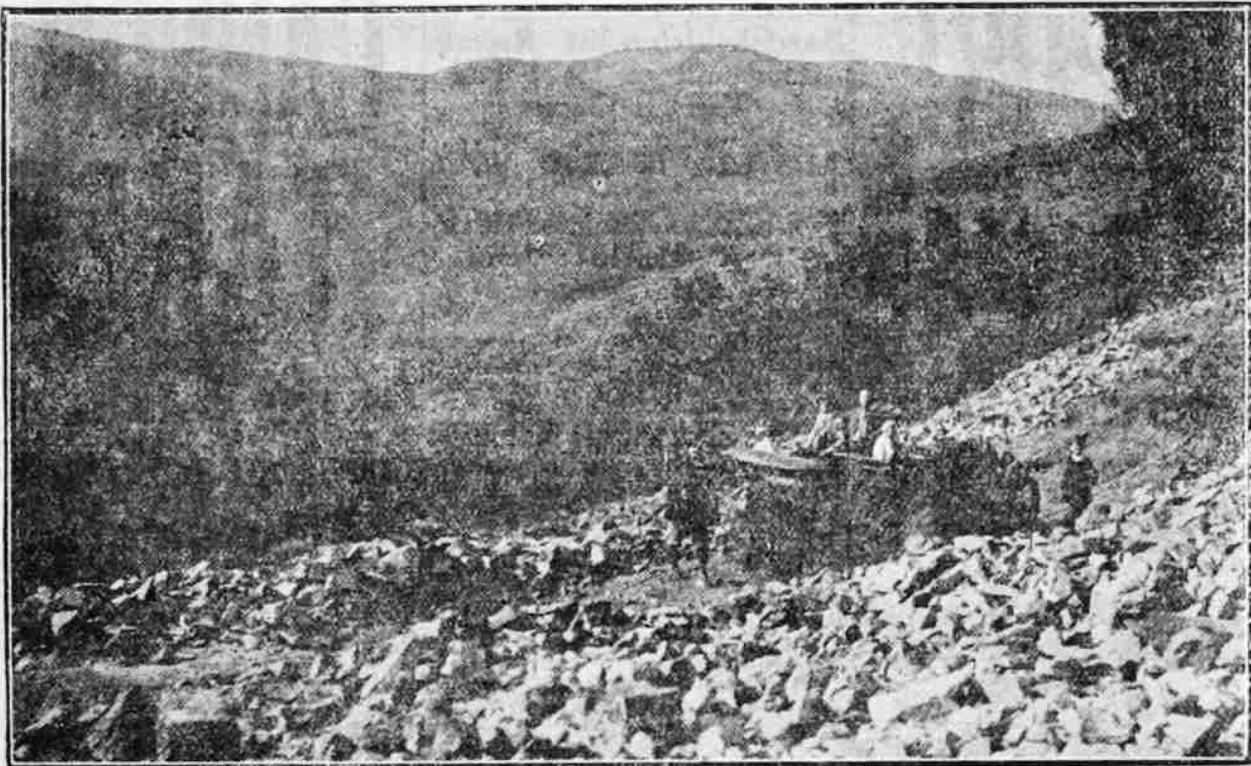
A Section of the Beaver Creek Road.

seems to me that it should become a state road, which would lessen the cost of improvement to the three counties to be benefited by the highway. The condition of the road the day we drove over it was good, there being only three or four places that need work to place the thoroughfare in reasonably good shape. Most of the work, in my judgment, would consist of removing rocks from the road and in cutting down a few high dirt centers. I should be pleased to see the road placed in condition for the summer travel between Ogden and Rich county into Randolph and the Bear Lake section. The road from Ogden and return by way of Bear Lake, Logan and the Liberty divide is a desirable drive over the high watersheds."

almost entirely eliminated. Every inch of the way from Ogden to the lake and then over the divide to Logan is a mountain country dotted with charming landscape enlivened by invigorating, health-giving ozone.

"The Standard Way" should be made a state highway by all means. I am surprised that this has not been done before. A small appropriation by the state and the three counties through which the road passed would place the highway in first class condition and make it all that could be expected over that country. The state road commission and the commissioners of Weber, Cache and Rich counties should lose no time in perfecting this road for the commercial convenience and pleasure of the traveling public. Money spent on roads is always a good investment and

- 8-6—Idlewild.
- 8-5—Dam (Ogden river).
- 8-5—Pineview.
- 10-2—Artesian wells (left), city water.
- 10-8—Turn left, right leads to Huntville.
- 12-5—Turn left.
- 12-7—Turn right, gravel road.
- 13-1—Turn left, pass Eden meeting house and school.
- 13-3—Turn right, store.
- 13-5—Turn left with main road.
- 14-1—Avoid right hand road, cross canal.
- 15-0—Forks, take left.
- 15-1—Cross north fork Ogden river.
- 16-5—Turn right, main road, left hand road leads through North Ogden canyon.
- 17-5—Liberty, turn left.
- 17-8—Pea vining station, turn right.



The Danish Dugway Over 7000 Feet High.

ther investigations, the recent trip was made and again it is the unanimous conclusion that by all means the road should become a state highway. The trip was comfortably made in three automobiles, leaving Ogden Saturday afternoon and arriving at Bear Lake the following day at about the noon hour, the party camping over night on the way to enjoy an outing in the Strawberry valley near the very crest of the lofty mountain peaks. Those in the party were County Commissioner Moroni Skeen, Postmaster W. W. Browning, City Recorder W. J. Critchlow, Frank Francis of the Standard, Deputy Sheriff Julian Geiger, Manager L. L. Hains of the Ogden Motor Car company, W. R. McBride of the Standard advertising department, all of Ogden and S. V. Grow of Huntsville.

The journey was a very pleasant one, the three autos making the high divides in perfect form, covering nearly the entire distance in high and intermediate gear. There was no place along the entire route where the autos traveled with difficulty and the major portion of the distance could have been traveled at as high a rate of speed as could be traveled over any mountain road. In fact, it was said by one of the auto drivers, that the road from the Danish Dugway may be traveled at a rate of 25 to 30 miles an hour. An average of from 15 to 20 miles an hour can be made over the entire route, in an auto, which means less than five hours travel from Ogden to Ideal Beach on Bear Lake, and it would not

lake is reached, his gaze meets an unsurpassed scenic beauty. Clear pure water from mountain streams and springs skirt the highway and the invigorating atmosphere of the high altitude affords a tonic for the dyspeptic.

The road along this route, designated last year for convenience sake as "The Standard Way," is a state highway from Ogden to the mouth of the South Fork canyon, a distance of nineteen miles, and has been improved by state and Weber county appropriation this season. Weber county has also made quite extensive improvements through South Fork canyon and Beaver canyon to the Weber-Cache county line at the Beaver Creek watershed, a distance of thirty-one miles from Ogden. This improvement covers nearly half the distance to Bear Lake and Randolph. Commissioner Skeen states that the South Fork-Beaver canyon road will be further improved to meet the convenience of the traveling public. He proposes to make it as good a mountain road as there is in the state. There are no danger points on the Weber county road to the Beaver creek divide and only one or two places where an auto should be driven in low gear. Nearly the entire distance may be covered in high gear.

South Fork and Beaver canyons are beauty spots leading inspiration and enchantment along the way. It is needless to say anything about the road through Ogden canyon and over the Huntsville bench, for this strip of road

in the way of the most efficient transportation. Most of the distance in this district is covered over a splendid road, free from rock, sharp curves and heavy grade. The road over Ant valley crosses a bed of rock about two miles in width which may be readily removed with pick and crowbar and then the road would be as good as that of any other section on the route.

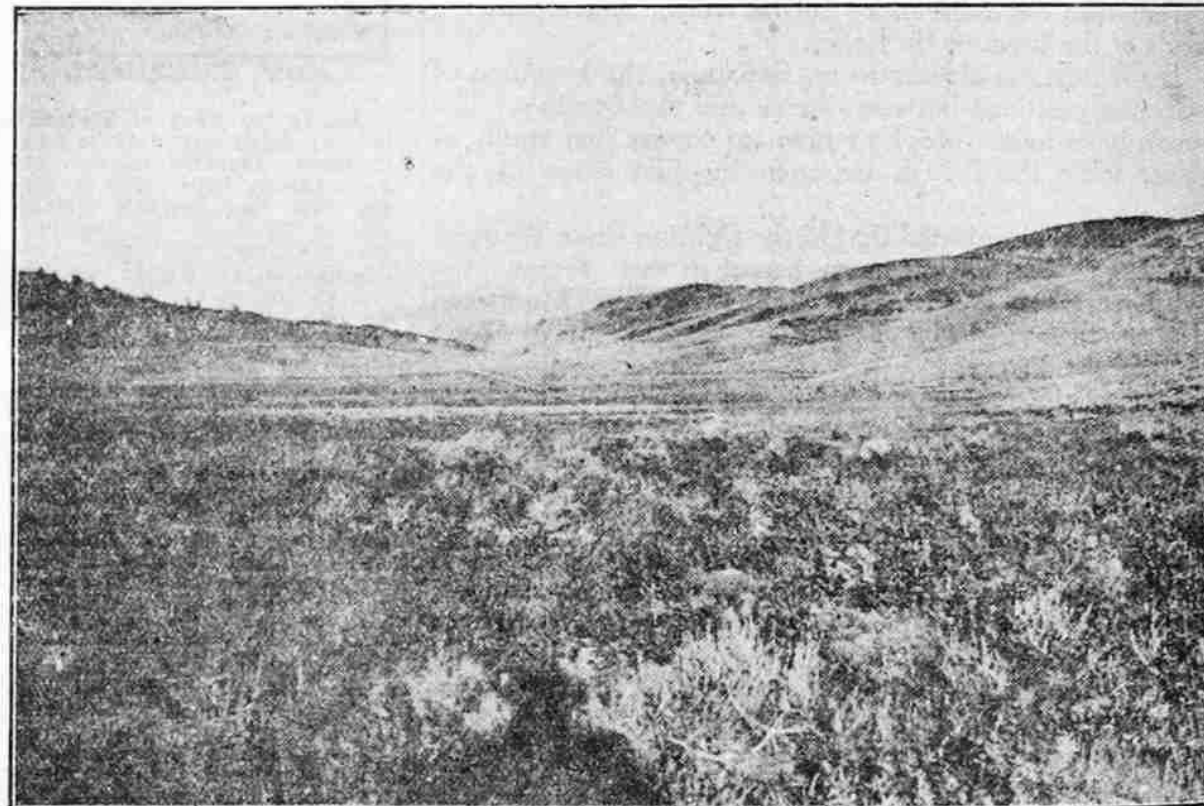
The heaviest grade on the whole road lies between Rock creek and the Danish dugway divide, a distance of about three miles, but it is not difficult for an automobile, carrying full capacity load, to move along at good speed. On this hill there are a couple of rocky places that need repairing and some grading. The Danish dugway proper is only a few rods long. It crosses a slide of rock on the mountain side and could be repaired and maintained at comparatively low cost.

The distance from the Danish dugway divide to Ideal Beach is twenty-one miles and it can be traveled in one hour with perfect safety. There is not a bad stretch of road over this last lap to the lake, the road being smooth and devoid of sharp turns or steep grades. It is a real pleasure to travel this part of the road and great joy is experienced as one glides down through valleys, quaking asp groves and pretty canyons.

The Strawberry valley, just beyond the Danish dugway, is a beautiful stretch of country where the meadow grass waves its verdure before the mountain breeze and fattened cattle tell of contentment.

From the northeast end of Strawberry valley the road to Randolph branches off to the east, the distance to the Rich county metropolis being only a short distance. Another road leading to Randolph leads off near the Beaver creek divide, passing through the Skunk creek country, the distance from the Beaver creek road being estimated at about twenty miles. Either route to Randolph is feasible, the Skunk creek way being the more difficult.

From Ideal beach the party drove to Logan through the famous Logan canyon and it may well be said that a mountain trip of this sort would hardly be complete without having seen the beauties of Logan canyon and experiencing the bird's-eye view of Bear Lake from the heights along the dugway immediately west of Garden City. The distance from Ideal beach to Logan is approximately forty-five miles. It is rather a tiresome trip over the mountain but the traveler is well repaid with the beautiful canyon scenery. The return trip from Logan to Ogden was made by two of the cars over the new Liberty dugway, a distance of about forty-nine miles, traversing the rich grain and hay fields of eastern Cache valley. The road over this division from Logan to Paradise is one of the very best of the whole mountain trip of the remarkably interesting loop from Ogden and return by way of Bear Lake and Logan. Much work has been done on this strip of roadway, it being well graded and crowned to the point where the autoist may speed to his heart's content. From Paradise to the Liberty divide the new road follows Paradise creek to a point within a very short distance of the Liberty summit where it leaves the creek and passes over a somewhat rocky up grade. It is three miles over the great dugway, which is from twelve to sixteen feet wide, well graded and leveled. Three turns on this piece of road are rather sharp, but with care on the part of the man-at-the-wheel they are safely negotiated. The dugway is a splendid engineering feat which makes it pos-



Part of Strawberry Valley Looking West From the Hill Ranch.

### SHOULD BE A STATE ROAD.

Postmaster W. W. Browning has traveled over the mountain country a great deal and he knows a good high climb when he sees it. He was in the party that drove over the Ogden Canyon-Beaver Creek road to Bear Lake last Sunday and he unhesitatingly states that it is one of the best mountain roads he has seen in all his overland travels. He has the following to say:

"The trip was a most delightful one and I enjoyed it hugely. In fact, it is one of the most pleasurable mountain roads reaching to the clouds I have ever traveled. From the time you leave Ogden until beautiful Ideal Beach on Bear Lake is reached you are thrilled with the scenic beauty of the route and at all times feel at ease in your car. I was quite surprised to learn that three great watersheds could be crossed at such easy grades. There was no time that my car was in distress and the road is so broad that danger of sharp curves is

brings the best possible returns to the people. I am greatly in favor of the Beaver Creek road into Rich county as a state highway."

### OGDEN TO LOGAN VIA OGDEN CANYON AND LIBERTY DUGWAY

- 0—Weber club to Canyon road via Twenty-fifth street.
- 3-4—Bridge at Sanitarium and enter Ogden canyon.
- 3-6—Second bridge, hot spring on right; waterfall on left.
- 4-0—Steepest grade in canyon, 6 per cent.
- 4-4—Geological rock.
- 4-5—Peery camp.
- 4-6—Old mill.
- 4-7—Limekiln.
- 5-0—Drinking fountain, right.
- 5-2—Lewis camp, left.
- 5-8—Hermitage road and resort.
- 6-3—Cross railroad and river.
- 6-5—Watson-Flygare camp.
- 6-2—Bristol camp.
- 7-0—Wildwood.
- 7-7—Becker bridge.

Road over mountain straight ahead.

- 19-1—Avoid left hand road.
- 19-2—Cross North Fork.
- 20-0—Straight ahead. Avoid left hand road. Cross bridge and put in water. Base of mountain.
- 20-3—Intermediate gear.
- 20-6—Dangerous turn.
- 21-8—Dangerous turn, low gear.
- 22-0—Dangerous turn, intermediate.
- 23-1—Summit. Weber Cache county line. Coast down tortuous mountain road along "Paradise" creek to
- 23-6—Avon, straight ahead.
- 23-7—Avon school.
- 23-8—Turn left.
- 24-3—Right with road.
- 26-4—Turn left.
- 26-5—Turn right.
- 26-8—Turn left.
- 27-—Then right.
- 27-2—Paradise tabernacle, straight

(Continued on Next Page)

GLOBE

Hand Made  
Fabric

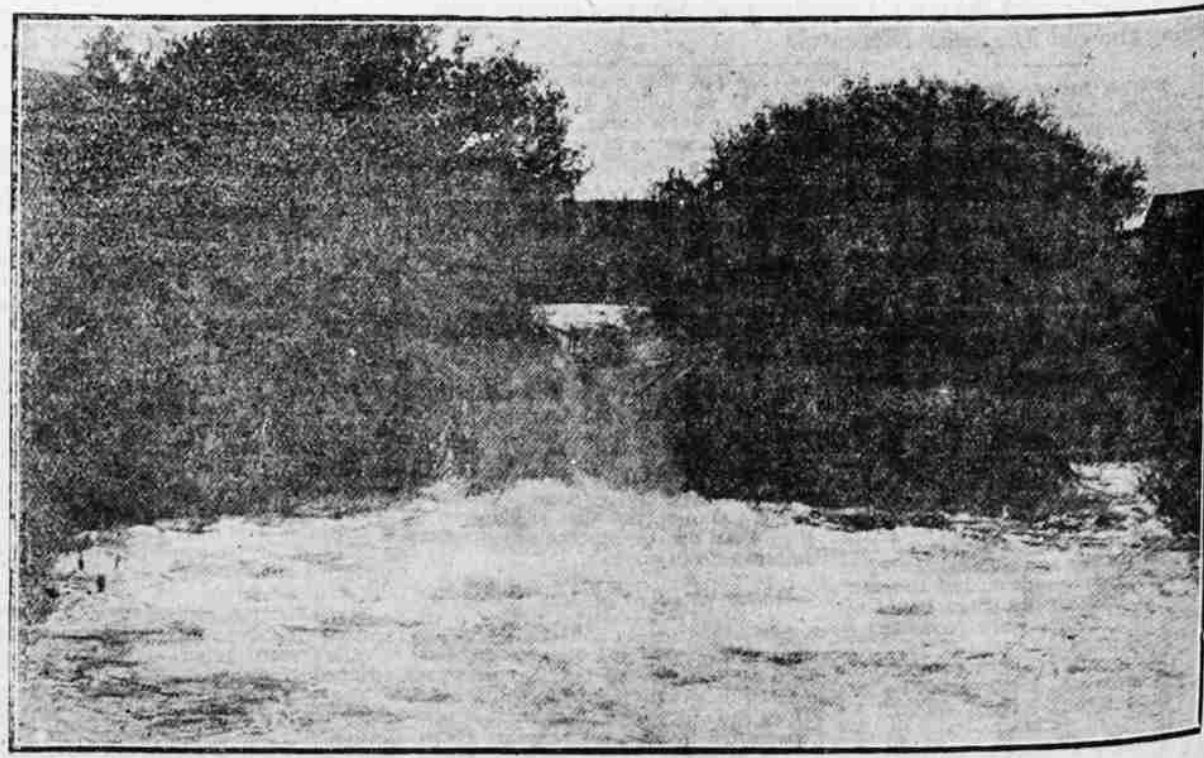
TIRES

6000 MILES

SCOVILLE  
PAPER CO.



Mr. Francis Pours the Coffee for Breakfast.



A Beautiful Waterfall at Anderson's Ranch, Blacksmith Fork